

CARSON CITY REGIONAL TRANSPORTATION COMMISSION  
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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, January 9, 2008, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, immediately following the regularly scheduled meeting of the Carson Area Metropolitan Planning Organization that began at 5:30 p.m.

**PRESENT:** Chairperson Shelly Aldean, Vice Chairperson Larry Hastings, and Members Russell Carpenter, Charles Des Jardins, and Richard S. Staub

**STAFF PRESENT:** Transportation Program Manager Patrick Pittenger, Deputy District Attorney Joel Benton, RTC Engineer Harvey Brotzman, Transportation Planner Dan Doenges, Transportation Planning Technician Keith Pearson, and Recording Secretary Katherine McLaughlin (MPO 1/9/08 Recording 5:43:07)

**NOTE:** Unless otherwise indicated, each item was introduced by staff's reading/outlining/clarifying the Request for Action Report and/or supporting documentation. Staff members making the presentation are listed after the Item's heading. Any other individuals who spoke are listed immediately following the staff listing. A recording of these proceedings is on file in the Clerk-Recorder's office. It is available for review and inspection during normal business hours.

**A. ROLL CALL AND DETERMINATION OF A QUORUM (5:44:10)** - Roll call was taken. The entire Commission was present, constituting a quorum.

**B. APPROVAL OF MINUTES - DECEMBER 12, 2007 MEETING (5:44:34)** - Commissioner Carpenter moved to approve the Minutes. Commissioner Des Jardins seconded the motion. Motion carried 5-0.

**C. MODIFICATION OF AGENDA (5:45:06)** - None.

**D. PUBLIC COMMENT (5:45:30)** - None.

**E. DISCLOSURES (5:45:55)** - Commissioner Des Jardins disclosed a telephone conversation he had with an individual who alleged that his neighbor is parking in front of fire hydrants. Commissioner Des Jardins passed the information on to Mr. Pittenger. Mr. Brotzman had investigated the allegation and will respond to the individual. Commissioner Des Jardins thanked Mr. Brotzman for investigating the matter. Additional disclosures were requested but none were given. No formal action was required or taken.

**F. PUBLIC MEETING ITEMS:**

**F-1. UPDATE ON STATUS OF PROPOSED TERMINATION OF JAC TRANSIT SERVICE TO DOUGLAS COUNTY (5:46:43)** - Transportation Program Manager Patrick Pittenger - A review of the Commission's December decision was provided. The public comment period is now open. Formal action will be requested in February. A report on the attendance and comments at a public meeting and a letter that was given to a driver regarding the proposed route adjustments were provided. Copies of these comments and those received in the future will be provided after the January 23<sup>rd</sup> closing date for

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the public comment period. Staff is now discussing the proposed interlocal agreement provided by Douglas County. Efforts to coordinate JAC's service with Douglas County's DART system are underway. The current proposal will have DART take passengers from Wal-Mart to COSTCO and back. The problem with having DART provide the service relates to DART's current on-demand only service level. Mr. Pittenger committed to coordinating the services. Douglas County will pay \$1600 for improvements to the COSTCO bus stop. A shelter is to be provided. Installation issues for the shelter were noted. The current concept places the stop on the south side of Old Clear Creek Road. Justification for that location was limned. Chairperson Aldean was delighted to hear that Douglas County was interested in having a transfer station and coordinating the services. Discussion indicated that the draft agreement on Page 2, Paragraph 2, should be revised to eliminate the term: "and water rights". Mr. Pittenger agreed to discuss maintenance of the shelter with Douglas County. Discussion also explained Mr. Pittenger's belief that the shelter costs were being shared equally although he was uncertain whether an estimate of the concrete work had been included in the estimate. He also indicated that both FISH and the Advocates to End Domestic Violence were aware of the proposed route revisions. FISH will make a final decision regarding the service after the final decision on the route is made. Mr. Pittenger then explained the ridership using the JAC system to reach the Douglas County Wal-Mart location and the impact the route changes may have on those individuals. He also noted the impact Burlington Coat Factory, FISH and the Advocates may have on the service which could make up for any loss due to curtailing service to Douglas County's Wal-Mart. Commissioner Staub cautioned the Commissioners and Mr. Pittenger about disclosing too much information regarding the location of the Advocates' housing. He agreed that service should be provided to these individuals, if at all possible. Additional comments were solicited but none were given. Formal action may be requested at the February meeting. A summary of the public comments will be provided before that meeting. The interlocal agreement may be included on that agenda. Public comments were solicited but none were requested. No formal action was required or taken.

**F-2. DISCUSSION AND POSSIBLE ACTION TO APPROVE A POLICY TO MITIGATE NOISE IMPACTS DUE TO THE CONSTRUCTION OF NEW ROADWAYS OR THE ADDITION OF CAPACITY TO EXISTING ROADWAYS (6:00:12)** - Transportation Program Manager Patrick Pittenger, RTC Engineer Harvey Brotzman - Federal requirements mandate controlling exterior noise. The Quail Run project had controlled the interior noise. It would have been more expensive to control the exterior noise as it would have required replacement of the wall. Justification for having flexibility in how to control the noise level was provided. Business impact concerns were noted and are different from residential impacts. Commissioner Des Jardins noted his personal experience with noise studies and asked that the public be informed about their complexity and difficulty in obtaining accurate decibel readings. Mr. Pittenger opined that the proposed policy conforms to that complexity and difficulty. Chairperson Aldean felt that the policy should address the impact to "adjacent" residential uses. Mr. Pittenger agreed that the major concern is adjacent residential uses, however, it is possible that some commercial establishments may be impacted in the future, e.g., massage parlors. For this reason flexibility was provided in the document. The State's policy was used to develop the proposal. It was felt to be very generic. It has various levels of complexity and relies on the Federal standard. Mr. Brotzman advised that the Washoe County policy relates to construction projects in residential areas only and is only on a temporary basis. Washoe does not have any long term policies regarding noise abatement. Its policy was not used in the proposed draft.

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Commissioner Staub expressed concerns regarding a generic document as it could lead to arbitrary decisions and subjective liability. Such a document could be used to set a precedence upon which other individuals may rely. The policy should provide uniformity rather than reference to projects, streets, and the addition of three lanes. He questioned the use of the term “three lanes” as discussion had indicated that the policy relates to expansion of the streets to increase capacity. He also questioned whether a number should be used to establish the threshold at 15,000 vehicles over a specific period. He suggested that the threshold be the projected increase over a base. By using a counter, the base for a road could be determined. An expansion of the roadway will increase that number. He disliked the idea of having to deal with noise abatement on existing roadways. If no change has occurred to the road, increased traffic would be the result of growth within the area. He suggested that the statement: “Policy noise mitigation may be done at the discretion of RTC” should be based on RTC’s funding availability to pay for the mitigation. He recommended that: “Subject to availability of funds for said mitigation.” be added to the statement. Fairview Drive was used to illustrate his concern. He again recommended that uniformity be used throughout the document, e.g., widening facilities and dual lanes should be changed to expansion; existing facilities, projects, and streets should be roadways; etc. Mr. Pittenger concurred with the need to use language uniformity throughout the document and Commissioner Staub’s funding reference. The use of “new roadway” and “addition of through lanes to increase traffic carrying capacity” may not have been clear. He was not trying to indicate that noise created by traffic growth on a two-lane road is to be mitigated. His intent was to mitigate noise created by adding lanes to the roadway which will increase the capacity, e.g., like Fairview. The threshold use of 15,000 vehicles was a surrogate level at which impacts begin to be seen. It does not mean that when the traffic volume reaches 15,000, mitigation is required. It does mean that a study should be conducted. Commissioner Staub clarified his comments to indicate that noise studies will not be done on roadways currently carrying 15,000 vehicles. The studies will only be done when the roadway is expanded. Mr. Brotzman used Graves Lane to illustrate how the Federal and State Policies had been used to indicate where noise abatement is to occur. They required mitigation of any residential occupied lots. Open/vacant lots were not mitigated as there is no impact to them. The same is true for the airport. Planning required mitigation by the developer on a 6.5 acre parcel that was developed after the roadway was extended. A two-lane roadway normally handles 12,000 vehicles. Wider roadways/four lanes carry 25,000 vehicles. Sixteen thousand vehicles generate enough noise during peak hours to impact residents. Commissioner Staub then agreed to the use of the number 15,000. Reasons for not requiring the study be done by a qualified expert related to the lack of qualified individuals in the field. Mr. Pittenger felt that RTC’s options varied from do nothing to doing something as illustrated by the Quail Run project and the use of dirt berms. Mr. Benton explained that an appeal of RTC’s decision will require going to court unless a different process is established by the Commission.

Chairperson Aldean suggested that the changes be made and that the item be brought back to the Commission for action at its next meeting. She also suggested that the policy be restricted to impacts to residential properties. The policy could be expanded in the future, if necessary.

Commissioner Carpenter suggested that a percentage of increase be used rather than 15,000 vehicles. Mr. Brotzman elaborated on his belief that the number 15,000 was appropriate. He suggested that verbiage regarding new developments versus existing development be added. A decibel level could also be added. He agreed that the document needed tweaking.

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Chairperson Aldean asked staff to provide the draft to the Commission prior to the meeting so that comments could be submitted earlier rather than continuing the item to the following month. She also expressed her amazement at NDOT's flexible and generic policy. Statements from the document illustrating her points were read. Mr. Pittenger explained that Carson City is not required to have a policy when building Carson City projects with Carson City funds. NDOT is subject to Federal requirements when using Federal funds for a freeway. Chairperson Aldean deferred action on this Item and directed staff to email the draft to the Commission when it is ready. Public comments were solicited but none were given. No formal action was taken.

**F-3. DISCUSSION AND ACTION TO APPROVE AN AGREEMENT WITH CARSON TAHOE REGIONAL HEALTHCARE TO ALLOW JAC TO PROVIDE SERVICE AND TO IMPROVE AND MAINTAIN BUS STOPS WITHIN THE MEDICAL CAMPUS (6:25:20)** - Transportation Program Manager Patrick Pittenger, Transportation Planning Technician Keith Pearson, Deputy District Attorney Joel Benton - Discussion indicated that the Hospital's attorney had not drafted the agreement. Mr. Pearson agreed to revise the document to make the agreement between RTC and the Hospital rather than the Hospital and Carson City. Staff's original concerns regarding having the JAC service and bus stops located on private property were explained. These issues had been mitigated by the agreement. Smoking will not be allowed in the shelters. Discussion indicated the following changes: adding reciprocal liability insurance clauses, adding a clause allowing RTC to terminate the contract for any reason including funding ability, and that the redundancy in Section 8.2 should be addressed. An explanation of the bus stops presently located within the Medical Campus and the proposed relocation of one of those stops was provided. Staff believed that the \$2,000 estimate adequately covered the City's expenses. Public comments were solicited but none were given. Commissioner Staub moved to approve an agreement with Carson Tahoe Regional Healthcare to allow JAC to provide service and to improve and maintain bus stops within the Medical Campus pursuant to the agreement which was provided here today and the amendments offered by RTC to that agreement and the fiscal impact is \$2,000. Commissioner Hastings seconded the motion. Motion carried 5-0.

**G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (NON-ACTION ITEMS) (6:33:56)**

**G-1. STREET PROJECT REPORT** - RTC Engineer Harvey Brotzman highlighted the report. Discussion indicated that the Ribeiro contribution to the Appion Way project will be added to the report. Comments were solicited but none were given. No formal action was taken or required.

**G-2. STREET OPERATIONS REPORT (6:36:00)** - No discussion/action occurred on the report.

**G-3. FUTURE AGENDA ITEMS (6:36:15)** - Transportation Program Manager Patrick Pittenger - The following items will be agendized for the next meeting: the noise mitigation policy, JAC Route 3 modifications, NDOT's east side relinquishment resolution, the landscape agreement with NDOT, a new snow removal map, and Fairview Drive right-of-way issues. A special meeting originally scheduled for January 22 is no longer needed and was cancelled. Discussion indicated the need to establish a meeting date on the stewardship agreement for landscaping along the freeway. The Commissioners

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complimented City staff on its snow removal efforts. Discussion explained the procedure for putting chains on the JAC buses. An automatic chain system is being considered and felt to be justified. No formal action was required or taken.

**I. ADJOURNMENT (6:43:16)** - Commissioner Hastings moved to adjourn. Commissioner Carpenter seconded the motion. Motion carried 5-0. Chairperson Aldean adjourned the meeting at 6:44 p.m.

The Minutes of the January 9, 2008, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON February 13, 2008.

/s/  
Shelly Aldean, Chairperson